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INDUSTRIAL AND SOCIAL RECONSTRUCTION IN HUNGARY

10240

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I. THE RECONSTRUCTED GANZ SHIPYARD

The Ganz shipyard on the banks of the Danube in Budapest was sabotaged on 10 July 1947 to hinder fulfillment of the Three-Year Plan announced several weeks earlier.

The symbolic first step in fulfillment of the Three-Year Plan was made with the digging of the first spade of dirt on 1 August 1947 when reconstruction of the shipyard was begun.

After a few months of work there were huge, modern reinforced concrete workshops on the 3,300-sq m shipyard site. Construction cost was over 6 million forint, and this is only part of the planned expenditure in development of the shipbuilding industry. The plan calls for expenditure of 13.5 million forint, 17 million forint, and 12.5 million forint during the first, second and third years of the plan, respectively. The Ganz shipyard builds the large, 1,000- and 1,500-ton Danube-to-the-sea ships.

Photographs

1. Ganz shipyard in flames (10 July 1947)

2. Prime Minister Lajos Dinnyes at the Ganz shipyard ground-breaking ceremonies

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3. Completed reinforced concrete foundation several months after fire

4. Newly constructed modern workshop on the old site

5. River and sea-going ships being built near the workshop

6. Shipbuilding cranes

II. GANZ TRANSFORMER FACTORY

Ninety million forint were appropriated by the Three-Year Plan for reconstruction of the Ganz electrical equipment plant which was destroyed by bombs. Two-fifths of this amount has already been expended during the first year of the plan.

The transformer factory has already produced goods worth 8.5 million forint during the first year of the plan. Plans call for 37 and 48 million forint worth of production during the second and third years respectively.

The number of workers at the electrical equipment plant is being increased from 2,500 to 4,000. Presently there are 400 employees in the transformer plant alone. On the basis of the commercial agreement signed with the Soviet Union, electric motors, Diesel motors, trains and Kando-type electric locomotives can be shipped to that country. The Ganz electrical equipment plant will make it possible for Hungary to enter the world market with respect to electric motors, and what is more important, it will provide equipment for the newly built Hungarian power plants, the Matravidek, the Csepel, and others, during the Three-Year Plan. In turn, the latter will add so much more force to the subsequent 10-year electrification plan.

Photographs

7. Interior of the large factory for making transformers

8. Newly constructed transformer workshop

III. COAL

Coal is especially important to Hungary because there is practically no other form of energy. There is practically no water power and what there is, is unused. For this reason it was tragic that after liberation, daily coal production dropped from 4,000 cars to 1,000 cars. A concerted campaign raised daily production to 2,000 cars and then to 2,500 cars. The Three-Year Plan is to provide new equipment of all types to aid in mining operations. Aside from heavy industry, the development of the coal industry is given most attention by the Three-Year Plan. One hundred and ten million forint are to be expended for this purpose within a year and 380 million in 3 years.

The objective set for the Three-Year Plan is to equal peacetime production of 9.3 million tons during the first year of the plan. The peacetime average monthly production was already surpassed in the first months of the plan, and during 1948 the monthly production has generally been above 800,000 tons.

According to the plan over a million forint were expended in building slope shafts in the Borsod region at Lyuko, Ormas, Nagyvolgyi, and elsewhere.

Construction of the Nagykovacs driftway and deepening of shaft No 15 is proceeding rapidly at a cost of approximately 1.2 million forint. One of the largest mining projects of the Three-Year Plan has been completed at the Komlo shaft in the Mecsek district. Mine car tracks and railroad tracks are being built all over the region; outstanding among these projects are the Pusztavam railroad and the Dudar railroad. The latter was already been completed.

Production was most developed at the Tata mines because it yielded the best coal. Approximately 13.5 million forint are being spent a year for development of the Tata mines. More than 10 million forint of new housing is being provided for the coal miners, and new mine cars and other new equipment are being supplied to ease the work of the miners.

The Pernyepuszta mine has the task of providing the Matravidek Power Plant with coal.

A 5-km-long driftway, which will be one of Europe's longest drifts, is being worked on during the Three-Year Plan. It will have a daily capacity of 500 cars of coal. So far 24 million forint have been expended in construction at the Pernypuszta mine. The Three-Year Plan also provides for construction of a housing settlement to accommodate 850 families.

Photographs

9. New transformer station under construction at the Tata mine

10. Oroszlany shaft No 17, open 4 27 May

11. Oroszlany coal loader 90 meters underground

12. New cable-way

13. Transformer station and air compressor at shaft No 3 must be moved because of plan-less capitalist construction

14. Pernyepuszta miners going to work on modern electric trains

15. Pernyepuszta miners

IV. MATRAVIDEK POWER PLANT

The first 32,000-kw capacity machine aggregate will be in operation in the fall of 1949. In the succeeding Five-Year Plan the power plant will be made into a four-machine aggregate establishment with a maximum capacity of 128,000 kw. This will provide 174,000 hp. One can get a good idea of its immensity from the fact that the power plant itself requires 6,500 kw which in turn would be sufficient to cover the needs of the Ganz plant.

Water for the Matravidek power plant cooling system is provided by a 100-acre /a Hungarian acre equals 1.422 English acres/ artificial lake which provides 7-8,000 cu m of water per machine aggregate at its peak. Budapest does not use more than 12,500 cu m of water hourly--less than that used for two machine aggregates.

The Matravidek power plant is modern in every detail; credit for this fact is due to the Ganz electrical equipment plant, which is providing a majority of the plant's equipment. The boilers maintain a pressure of 80 atmospheres at steam temperatures of 500 degrees centigrade.

The power plant is connected with the nation's long distance line systems. Consequently, it is provided with range finder and signaling equipment; such equipment is not available to the Banhida installation.

The use of lignite as a fuel is also significant in that it brings an otherwise worthless raw material into the country's economic life.

Thus far 230 million forint have been expended on equipment, and this represents only 60-70 percent of the entire cost.

The daily consumption of coal, 320 cars, will be provided by the nearby Pernyepuszta mine. Of the power generated 80 percent will be used in Budapest and 20 percent in its environs.

Steel beams are being inbedded in concrete blocks to house 100,000-volt switching station equipment. The 1,200-car coal-storage yard is ready, and equipment for installing the 120-ton machines is now being set in place.

Photographs

16. A 56-km long distance line carrying 100,000-volt current to Budapest

17. Site for housing 100,000-volt switching station equipment

18. Temporary crane for hoisting the boiler tank into place

19. Monumental power-plant facade

V. CSEPEL POWER PLANT

In 1938, the country, with an area of 93,073 sq km and with a population of 9.3 million, was being supplied with 1,399 million KWH of current. In contrast, in the 3 years of the Three-Year Plan, 1,600 million, 1,800 million, and 2,000 million KWH are to be supplied respectively to a substantially similar area and population.

Construction of 100-atmosphere boilers is now under way at Csepel. These will provide steam for the huge turbogenerators that will generate 15,000 kw of electric energy. This means that in a day the power plant can supply the daily need of 375,000 families. It means also that not only will Csepel industry no longer have to get part of its current from Budapest, but it will on the contrary be in a position to supply part of the needs of Budapest.

Most of the equipment for the new Csepel power plant is being manufactured by the Ganz electrical equipment plant, and the remainder is being imported. The huge boiler, the turbine, and the fittings are presently being mounted. So far, during the first year of the Three-Year Plan, the State Planning Office has released 8.5 million forint for power plant construction and equipment. The power plant will be put into operation in the fall of 1949. The Csepel Power Plant, being built at a cost of 40 million forint, is technically modern and will result in great fuel economy. Greater and cheaper production will make it possible to complete our Three-Year Plan in two and a half years.

STAT

Photographs

20. Installation of the turbine and large generator

21. Auxiliary equipment

22. Boiler to produce 15,000 kw consumes 760 cars of coal a month. Old equipment required 1,360 cars a month

23. Exterior view of the power plant building

VI. OZD AND DIOSGYOR STEEL MILLS

Good progress is being made toward the completion of the Three-Year Plan at the two important heavy industry centers of Diosgyor and Ozd. The largest equipment at each plant is the ore-preparing installation. Here the ores are sorted because if ore is used just as it comes, in small, large, and pulverized form, it will result in greater coke consumption, lower production, and impaired quality. The ore-preparing installation makes a 10-15-percent saving in coke, a similar increase in production, and better quality. This saving amounts to 5.5 million forint a year at the smaller Diosgyor plant where the estimated cost of constructing the ore-preparation installation is 11 million forint and an annual saving of 17 million forint at the much larger Ozd plant where installation costs are estimated at 24.5 million forint. At the Diosgyor plant the substructure and underground passages are completed while construction of the ore-preparation installation at the Ozd Plant is 50 percent complete.

The Martin plant at Diosgyor is being expanded by addition of two new Marz furnaces and one 250-ton mixer where the smelted drawings are stored, kept at desired temperature, and improved until the Martin furnaces need them. The present production of 17,000 tons is being increased to 22,500 tons and will reach 25,000 tons before long. Expansion of the Martin plant and the iron foundry is to be completed at the end of this year. The working area is to be increased from 3,000 sq m to 6,000 sq m and capacity from 500 tons to 750 tons. This modern installation will be in a position to supply the needs of machine-tool manufacturing plants for castings.

After its expansion the country's present large forge shop will cover 6,000 sq m, and its production will be almost tripled to 3,600 tons. An estimated 2,600,000 forint is to be spent on the expansion of the turning shop and almost 5 million forint will be required for the modernization of the silica brickyard, for a new brick storage yard, and for construction of a brick kiln. The present production of 400 tons will be increased to 550 tons.

In the near future the small 50-ton smelting furnace will be put into operation. This will not only make possible the production of 2,300 tons of ferromanganese, but will also relieve the large smelters for the production of pig iron. Steel production will thus be increased by 15,000 tons a year.

Shortly, the No III boiler of the eastern [illegible] power plant will be completed and with it the two 28-atmosphere boilers transferred from Peti Nitrogen Works. With the expansion of the water supply system of the Kesznyete hydroelectric plant the Diosgyor installation will be completely provided for with respect to power.

The Martin plant at Ozd is also being expanded by the transfer of one furnace and the erection of one 50-ton furnace. Construction on the scrap iron section is in progress and the overhead traveling crane is already completed.

Diosgyor's 17,000 and Ozd's 9,700 employees are working to complete the Three-Year Plan in two and a half years.

Photographs

24. Ozd steel mill in operation

25. Ozd ore-preparing installation under construction

26. New overhead crane in operation

27. Country's largest forge shop being enlarged

28. Small smelter at Diosgyor to be ready 1 August

29. Martin plant (also to be enlarged)

30. Ore-preparing installation at Diosgyor (smaller than that at Ozd)

VII. REBUILDING OF BRIDGES

During the war communications suffered the greatest damage in all of Hungary's economy. Railroad lines were bombed and 75 percent of the locomotives and 77 percent of the freight cars were destroyed by the war. But the greatest damage was suffered by bridges. There was not a single large bridge which the Germans did not bomb in their retreat.

Up to the present time, of the 876 bombed railway bridges, 235 have been permanently rebuilt, and 582 have been temporarily reconstructed. During the first year of the Three-Year Plan, the bridges across the Tisza and Zagyva at Szolnok, across the Berettyo at Kozotur, and across the Tisza at Zahony and Algyo were rebuilt. Of the railroad bridges across the Danube, one track of the Budapest southern line bridge has already been completely rebuilt, and the other is under construction. Work on other types of bridges is keeping pace with the reconstruction of railway bridges. Of the 1,424 bombed bridges, 1,235 have already been repaired. To mention only the most important, bridges across the Tisza have been completed at Tisza Ug, at Rakamaz, and at Szolnok, in addition to those across the Sejon, the Szinvan, the Berettyo, and the Zagyvan.

The Margit bridge is to be completed by 1 August instead of 20 August. Work is proceeding on the Lanc bridge so as to have it open for traffic by November 1949, the 100th anniversary of the opening of the old Lanc bridge.

Almost every bridge is being completed several days or weeks ahead of schedule. Iron work for bridge construction is being completed on schedule by MAVAG, the Ganz shipyard, the Gyori Car Plant, and by the rest of the country's heavy industry plants.

Bridge construction is one of the largest items in the Three-Year Plan. One hundred and seventy seven million forint were appropriated for railroad-bridge construction during the Three-Year Plan, and 55.7 million of this have been expended during the first year. One hundred and ninety million forint were allotted by the Planning Office for other bridges with 51 million forint designated for the first year. However, bridge construction has been proceeding at such a rate that 61 million forint have already been used in the first year of the plan.

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Photographs

31. Bridge construction scene

32. Small bridge across Zagyva River (Dozens of similar bridges being built)

33. Szolnak bridge across the Tisza

34. Southern [Budapest] railroad bridge under construction

35. Margit bridge to be completed by 1 August instead of 20 August, in time for the end of the first year of the Three-Year Plan

36. Lanc bridge in process of reconstruction

VIII. COMMUNICATIONS--LIFEBLOOD OF THE COUNTRY

Because of its importance to the economic life of the country, more money has been provided by the Three-Year Plan for communications equipment than for mining and industrial equipment together. While 1,475 million forint were appropriated for the latter, 1,676 million forint were allotted for restoration of communications. Of this sum, 427 million were to be expended during the first year of the plan. Repair of railroad lines and structures during the first year was to cost 18 million forint, but in fact nearly 627 million forint worth of construction were completed.

The second track between Hatvan and Hortosany has been completed, as have rail changes on the Budapest-Szob and Debrecen-Fezesabony lines. The tracks of the Miskolc sorting station have been rebuilt, and the stations at Debrecen, Nyireghaz, and Budapest are being rebuilt. Reconstruction work was or is being done at no less than 80 places, and 11 railroad bridges were built in the first year of the plan. In addition, 11.2 million forint are being expended on signal and safety equipment and 9.8 million forint for replacement of locomotives and railroad cars.

Restoration of water transport is no less important than railroad transport, and 23 million forint are being allotted for that purpose in the first year of the plan. The following well-known, large Danube ships are being reconstructed: the Deak Ferenc, the Szent Gelbert, Szent Laszla, Etele, Szent Istvan, and others. Sunken ships are being raised and made usable, and ports are being rebuilt.

Two hundred and twenty six million forint have been allotted to postal reconstruction by the Three-Year Plan, and 40.5 million of this are to be used in the first year.

During the first year of the plan, considerable progress has been made in the reconstruction of the Teret, Jozsef, and Krisztina telephone central stations in Budapest. A greater part of the work has already been completed on six regional automatic central stations. The overhead line network has been 70 percent completed, and cables are being installed for the Budapest telephone network. Construction is under way on the Budapest I 135-kw [radio] transmitter station and also on the Budapest II station.

Photographs

37. Freight cars being built by assembly line method at the Gyor Car Plant

38. Budapest MAVAG plant builds 13-14 locomotives monthly

39. New modern bus (Hundreds being put into operation,

40. Kelet /Eastern/ Railway Station to be reconstructed during the Three-Year Plan

41. Terez central station being reconstructed

42. Terez automatic telephone central before reconstruction

43. Installation of the automatic connector under way at the Krisztina central

44. The lobby

IX. GOVERNMENT-OWNED SPINNING MILLS

On 26 March 1948, 78 percent of the country's spinning mills were taken over by the State. Approximately one-third of the country's cotton-spinning spindles were destroyed during the war; of 350,000 spindles, hardly 240,000 remained. The shortage of spindles was alleviated by the purchase of 120,000 surplus spindles from England. Of this number 72,500 were used by the State to set up the Pestszentlorinc mills in a former aircraft plant, now called the Magyar Spinning Mill Corporation. The high-ceiling aircraft building was divided into two floors; reconstruction work was completed 3 days ahead of schedule. Operations are to start in mid-June with 18,000 spindles; the remainder of the 72,000 spindles will be put into operation gradually. Hungary's textile industry will be able to produce 40 million more meters of cotton goods a year.

Photographs

45, 46, 47, 48. Views of spinning mill interior, showing progress of construction in fall, winter, spring, and end of April, respectively

49. Installation of spinning jennies under way in May

50. Exterior view of the State cotton-spinning mill, Magyar Pamutfono, Incorporated

X. RECONSTRUCTION OF PET SALT WORKS

As a result of a single American air attack 1,500 bombs fell on one of Hungary's largest industrial areas and destroyed the installation which supplied Hungary with nitrogen fertilizer, the famous Pet salts.

The Pet Nitrogen Works was rebuilt in the first months of the Three-Year Plan and was already in production in the spring of 1948. Reconstruction work required no less than 46 million forint. Production is already up to 60,000 tons a year and will increase to 80,000 by the fall because of millions to be spent on new equipment. This will mean greater production for the peasantry and more and cheaper foodstuffs for city and industrial workers.

Photographs

51. Scenes of devastation after bombing

52. Reconstructed nitric acid towers

53. Warehouse nearly completed

54. Chemical plant pipe system. Petroleum refinery towers in the background.

55. View of the Pet Nitrogen Works; on the left the nitric acid towers; in the center the Pet Salt Works; on the right the gas works and power plant.

XI. TRACTORS AND AGRICULTURAL-MACHINE STATIONS

In old Hungary there were, in all, only about 7,000 tractors, all owned by large landowners, and only about 3,600 of these were in use because manpower was cheaper than machine. After the liberation, large estates were abolished, and 600,000 peasants became landowners.

The Planning Office has set as its goal the doubling of the country's stock of tractors. Hungary's farm-machine industry, mainly the Hofherr-Schrantz Plant, is producing 1,500 tractors to the end of 1948, and will produce about 3,000 in the succeeding year.

Machine-tractor stations with the following equipment are being organized all over the country: 10-15 tractors, a similar number or more tractor plows, ten sowers, two threshing machines, one or two selectors, silo fillers, and other agricultural machines. By the end of May there were 22 tractor stations in the counties of Fejer, Veszprem, Jaszmagykun-Szolnak, Hajdu, Bacs-Bodrog, and Zemplen. In June and the months following, 10-15 stations are being organized. The Three-Year Plan calls for 300 machine-tractor stations, and at least 300 others are to be established under the succeeding Five-Year Plan.

Photographs

56. Tractors-assembly line at the Hofherr-Schrantz Plant

57. Tractor display in front of the Parliament

59. Tractor parade on Szekesfehervar Street heading for tractor stations

60. All-purpose Raba tractor

58, 61, 62, 63. Hungarians become acquainted with their new farm equipment.

XII. THE OLD AND THE NEW HORTOBAGY

Much work is being done in reclaiming the 42-45,000 acre Hortobagy uncultivated plain lands. There are plans for irrigating, draining, and reforesting the area to make possible new and greater production. Plans also provide for new housing for farm workers.

During the Three-Year Plan, 13,000 acres are to be reclaimed with costs amounting to 30 million forint according to the plan. The Five-Year Plan goes even further and the 10-year irrigation plan looks to an even more abundant water supply.

Photographs

64, 65, 66, 67, 68, 69. Farm scenes

XIII. IRRIGATION PROJECTS

Three years of drought have shown more than ever the importance of irrigation to Hungarian agriculture. During the Three-Year Plan great importance is being attached to irrigation, especially with respect to the lowland section. The Sio Canal was completed and put into operation during the Three-Year Plan.

The Hortobagy irrigation system will make irrigation available to 15,000 acres. A 32-km main canal will carry the water to the area to be irrigated; 12 km have already been completed. A water supply of 4 cu m per second is provided. By spring of this year 16,000 acres will be under irrigation.

Other irrigation projects are under way at Hodmezovasarhely, where electric power will also be provided, at Kurca, at Tiszafured, in the Hernad valley, on the Kisraba River, and elsewhere.

Irrigation will make it possible to grow 24,000 acres of rice this year. During the Three-Year Plan 76 million forint are to be expended on irrigation work and canal construction, not counting the Danube-Tisza canal. According to the plan, 20 million forint were to have been spent in the first year, but actually close to 28 million forint have been used to date for this purpose.

The first 22-km section of the Danube-Tisza canal is to be completed during the Three-Year Plan, and close to 7 million forint have already been put into this project.

Photographs

70. Sio Canal floodgates which will equalize the water level differences between the Sio and Balaton. The canal will also be navigable.

71. Men at work on canal construction

72. Ludvar pumping station which equalizes the water of the Hodmezovasarhely irrigation system with the Tisza River water supply

73. Interior of the pumping station. Workers completing minor adjustments on one of the pumps.

74. Canal section of the Hodmezovasarhely irrigation system

XIV. HOUSING AND HOSPITALS

During the Three-Year Plan a total of 1,164 million forint are to be spent for social and cultural equipment; a considerable portion of which is to be used for public health purposes. The following amounts are to be expended on hospital construction and repair: by the state, 17 million forint; by the city of Budapest, 6 million forint; by OTI, 22 million; by MABI, 7.7 million; and by others, 16.9 million forint. Hospitals have been completed or are under construction at Szolnok, Matra, and Szabadsag Mountain.

The country's greatest public health problem is tuberculosis. The minimum hospital requirement for tuberculosis is 9,000 beds, but before the beginning of the

Three-Year Plan there were in all only 5,600. By the end of the first year of the plan there will be 6,300. Despite the fact that the number of doctors has dropped from 10,600 to 8,200, this country as a whole is in a better condition healthwise. Whereas in the last peace years the death rate was 14 per thousand among adults and 13 per hundred among the new born, it has now dropped to 12 and 11, respectively.

Photographs

75. Modern tenement house under construction for Tata mine workers

76. Typical miner's house with garden

77. Matravidek power plant workers' and officers' area

78. Children enjoying sunlight and air at one of the capital's MABI public nurseries

79. One of the MABI day nurseries

80. New modern Erzsebet salt-bath hospital near completion

81. Completely modernized interior of the MABI hydrotherapeutic sanatorium

82. New mining town such as is being built not only at the Tata mines but also in the Pecs and Borsod mining districts

XV. SCHOOLS AND COLLEGES

Education is no longer limited to the rich. In old Hungary the proportion of peasant and worker university students was only 2 or 3 percent. The democracy wants to make education available to all classes. During the first year of the plan the state spent 21.2 million forint on public schools, and the city of Budapest 7 million. In addition, over one million forint are being spent on apprentice schools. In many instances castles were taken over by the state for use as school buildings. Millions of forint are also being spent on agricultural and other specialized schools.

Photographs

83, 84, 85, 86, 87, 88. School scenes

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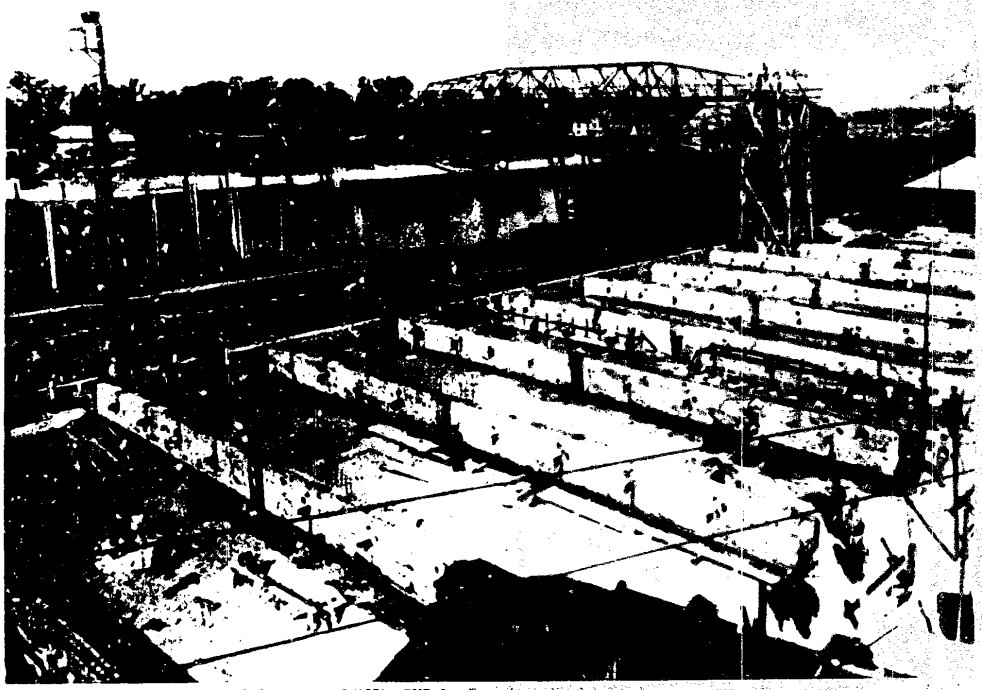

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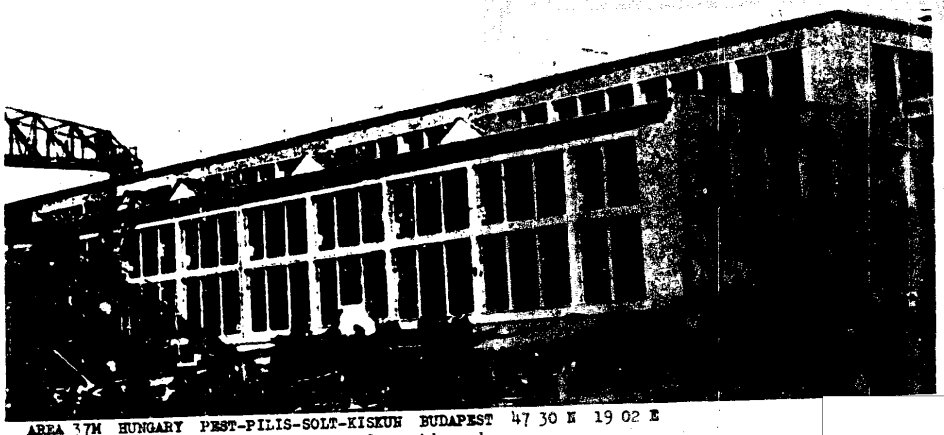

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Newly constructed modern workshop at Ganz shipyard.

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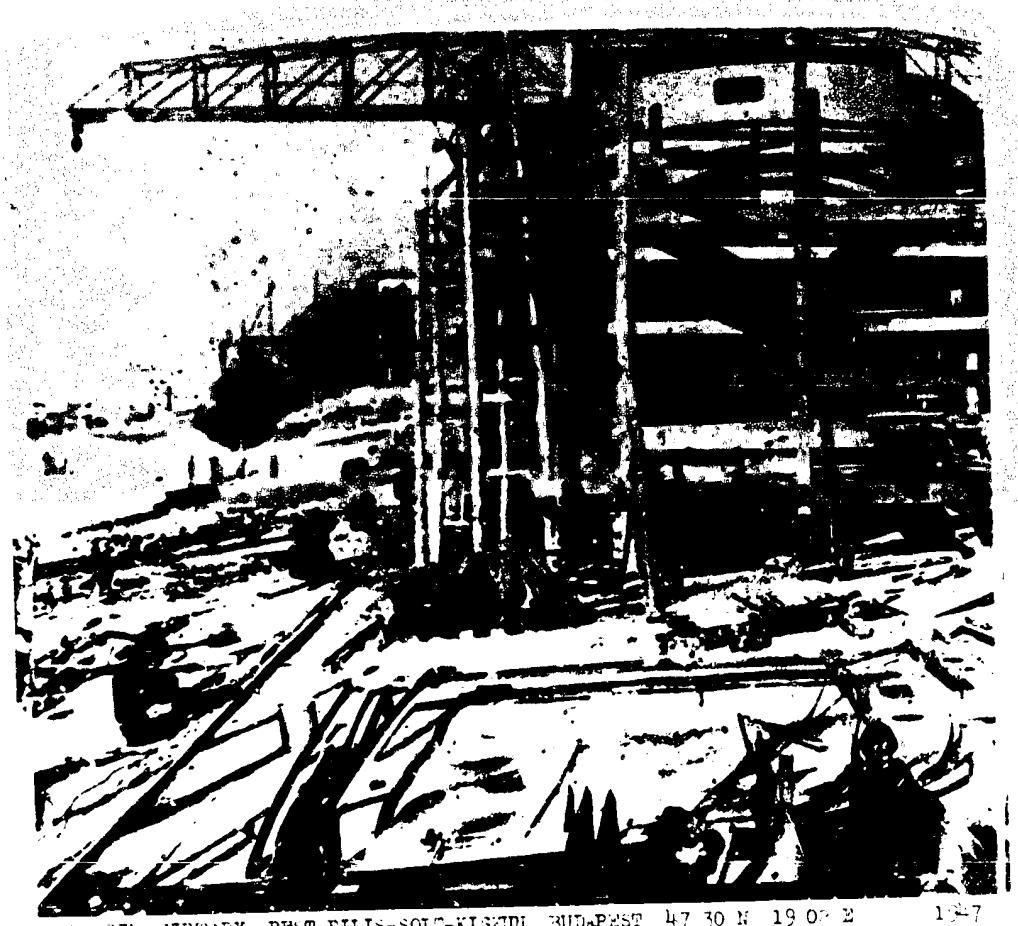

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River and sea-going ships being built near workshop at Ganz shipyard.
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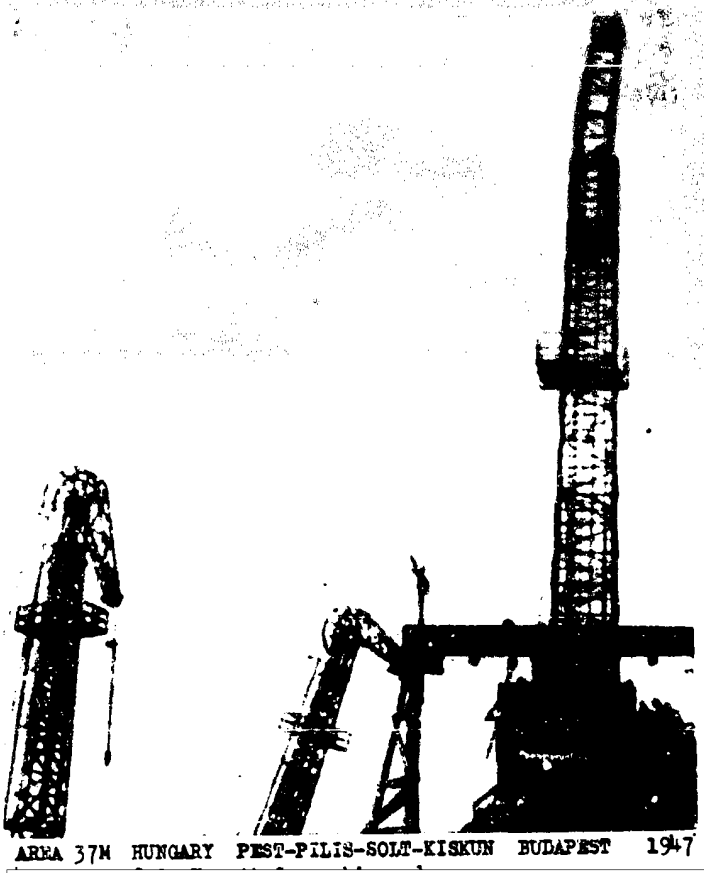

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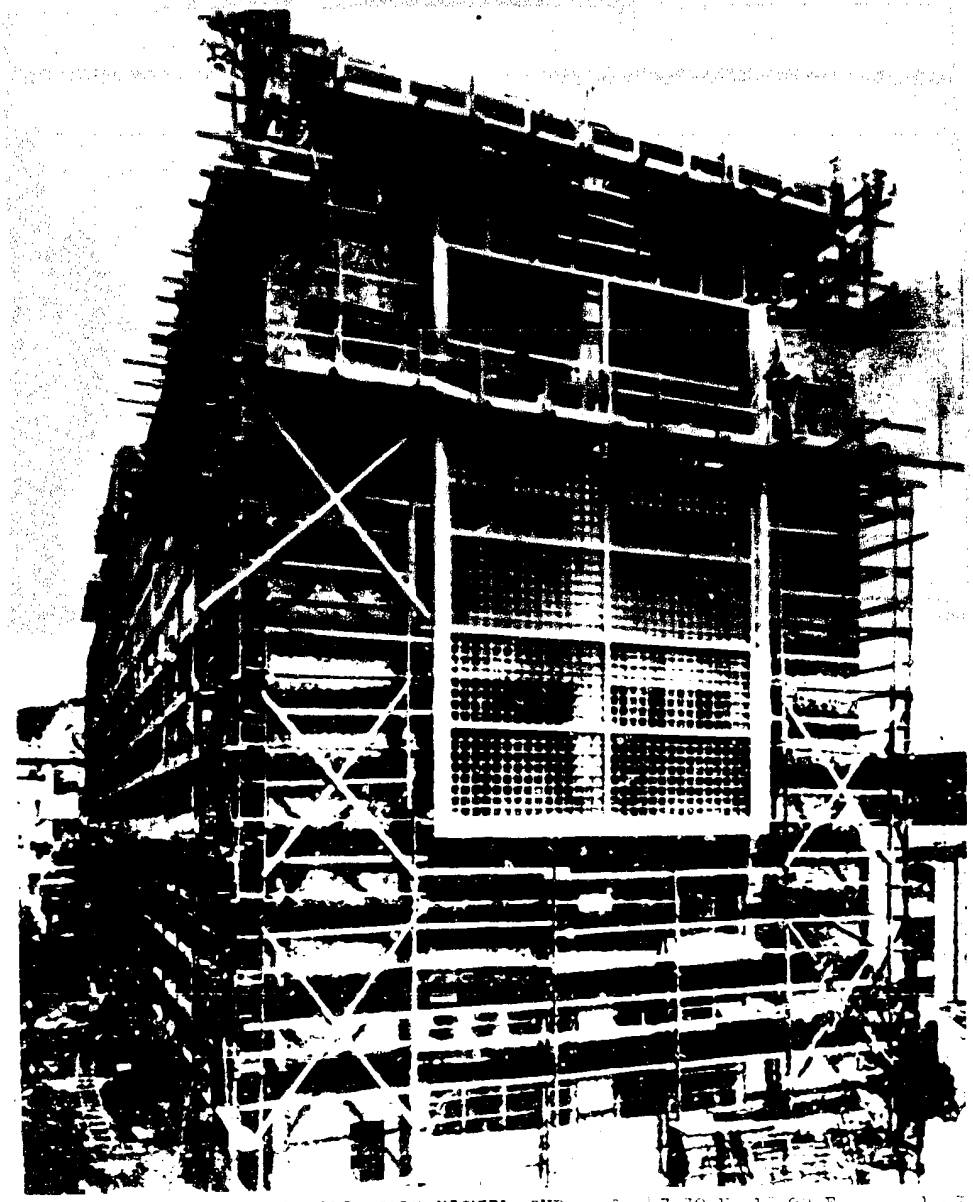

Area 37h. HUNGARY Pest-Pilis-Solt-Kiskun BUDAPEST 47 29 N 19 03 E 1-47
#37 transformer workshop.

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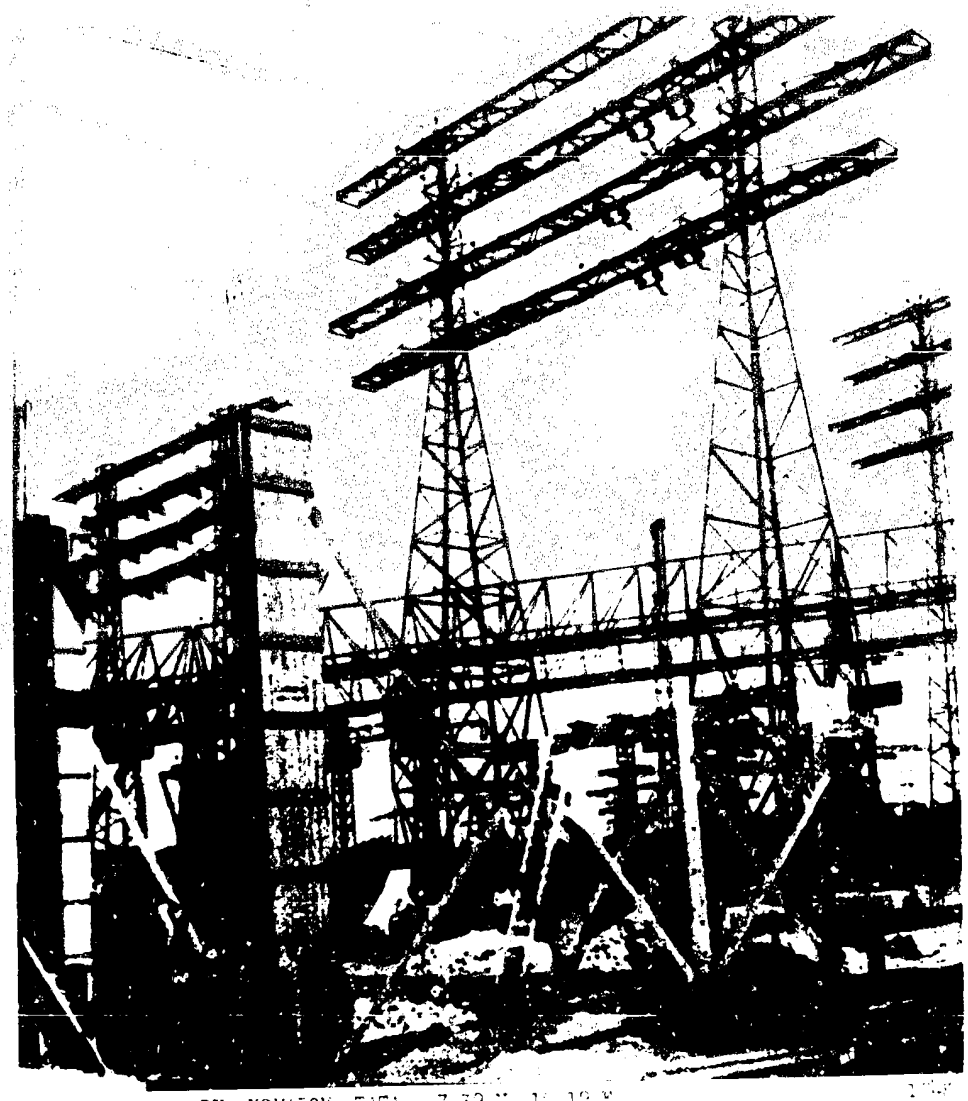

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AREA 37M HUNGARY KOMAROM-ESZTERGOM OROSZLANYA 47 30 N 18 19 E 19-8

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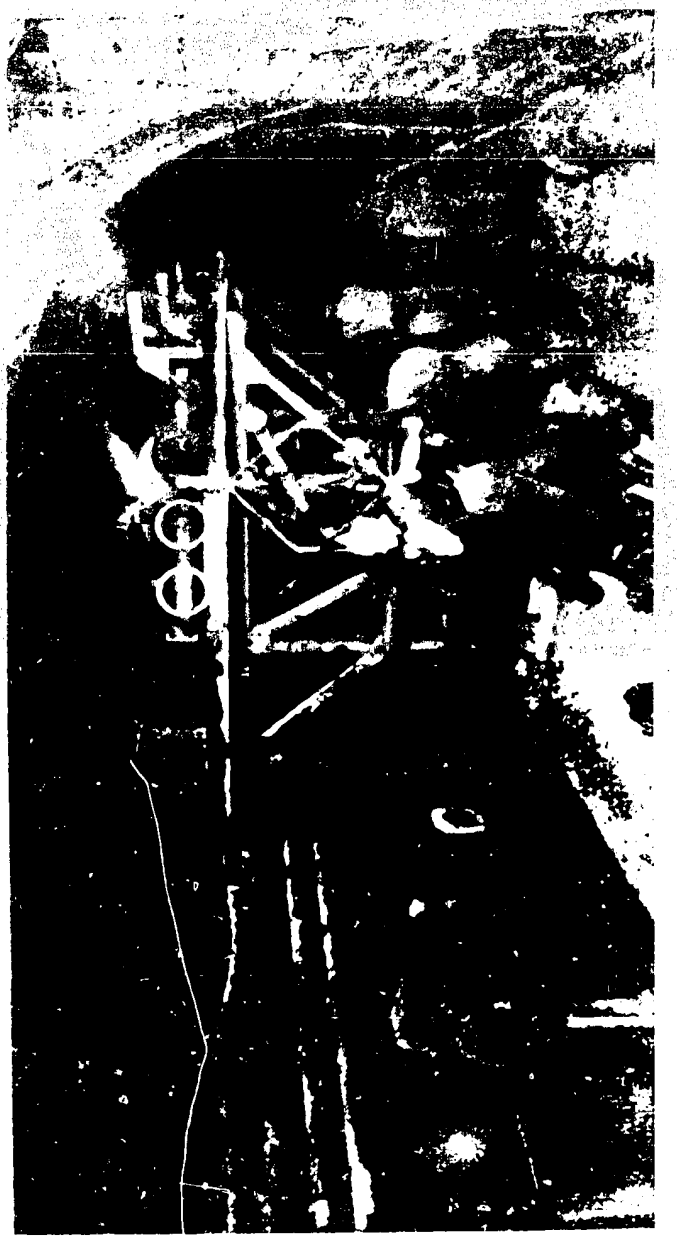

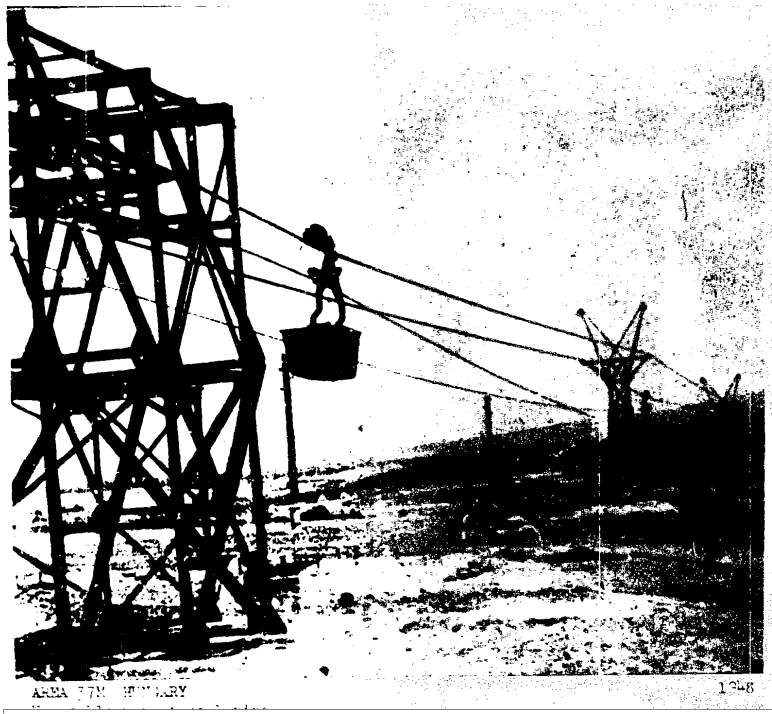

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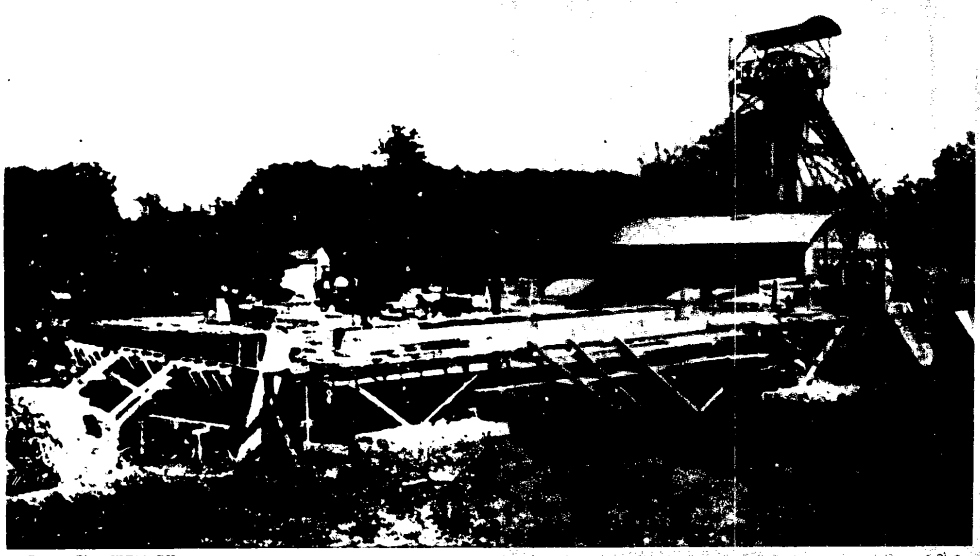

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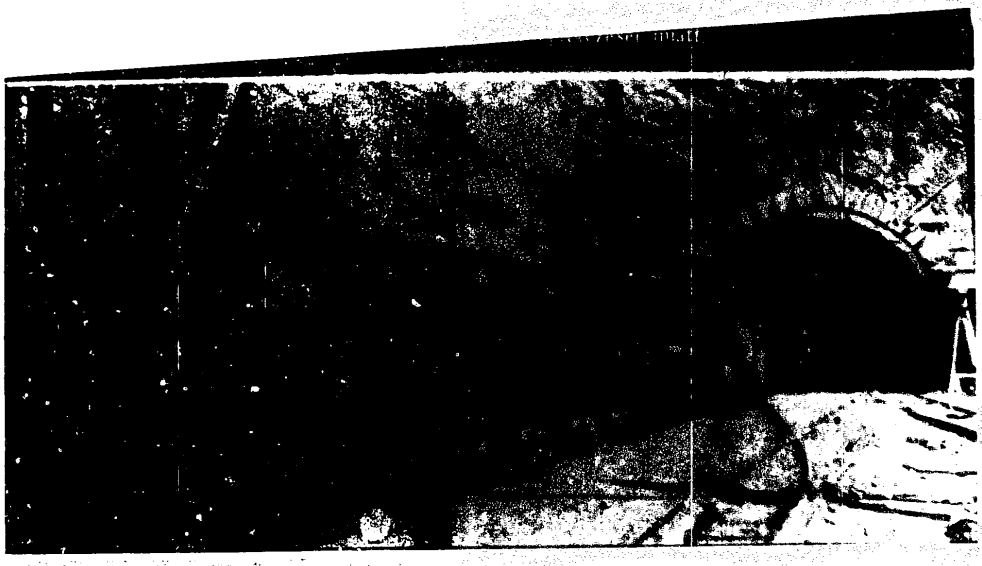
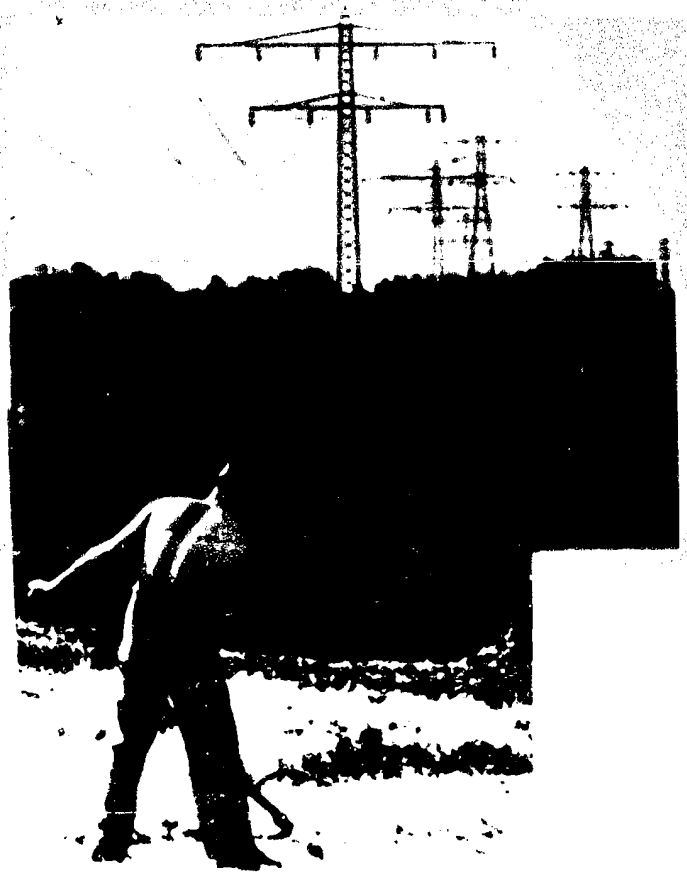
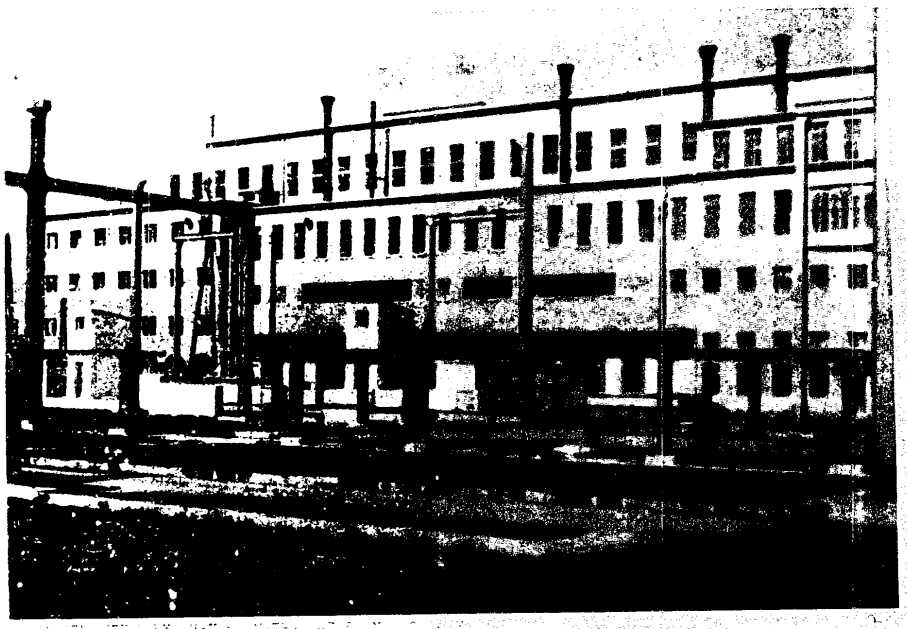
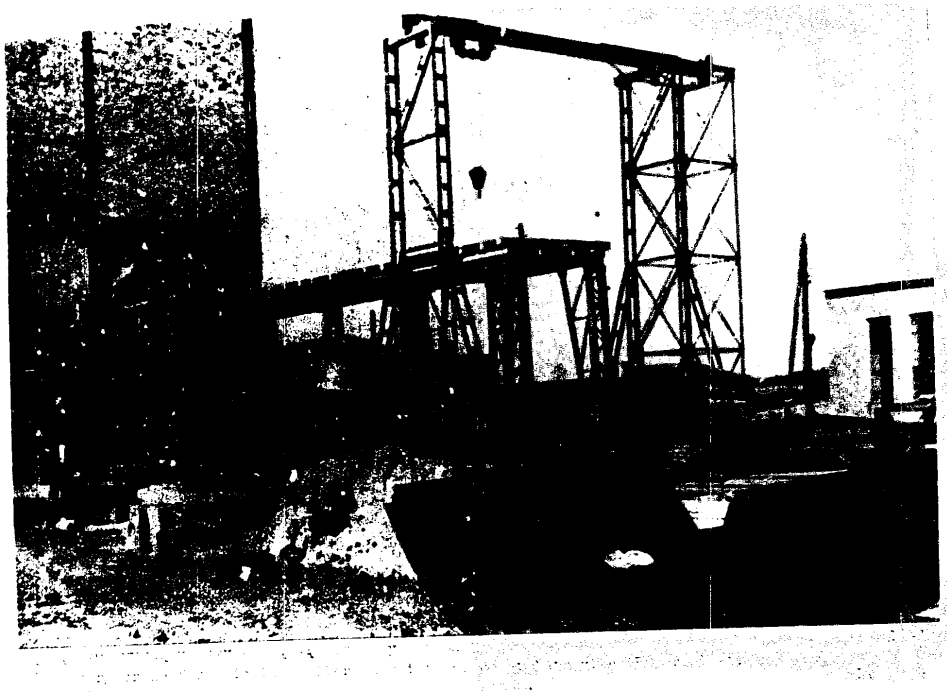




AREA 378 HUNGARY HEVES MATRA
47 52 N 20 04 E Line carrying 100,000 volt current from Matravidek Power Plant to Budapest.

STAT





15

[illegible] 37M ROTARY [illegible] [illegible] 47 5 [illegible] 04 B 1948

Intravidac Power Plant.

Restricted.

STAT

AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN CSEPEL 47 26 N 19 03 E 1948

Installation of turbine and large generator at power plant

STAT

AREA 57.. HUNGARY PEST-PILIS-SOLT-KISKUN [illegible] 19-F
[illegible]

STAT

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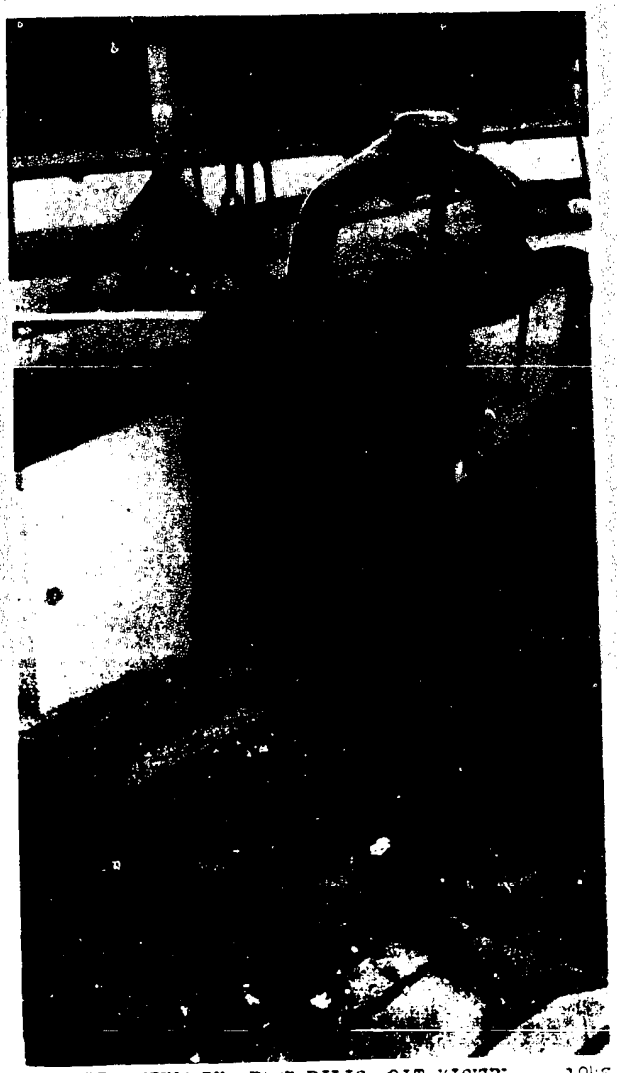

AREA 37A. HUNGARY PEST-PILIS-SOLT-KISKUN 1948
CSHPHL 47 26 N 19 07 E Auxiliary equipment at power plant.

STAT

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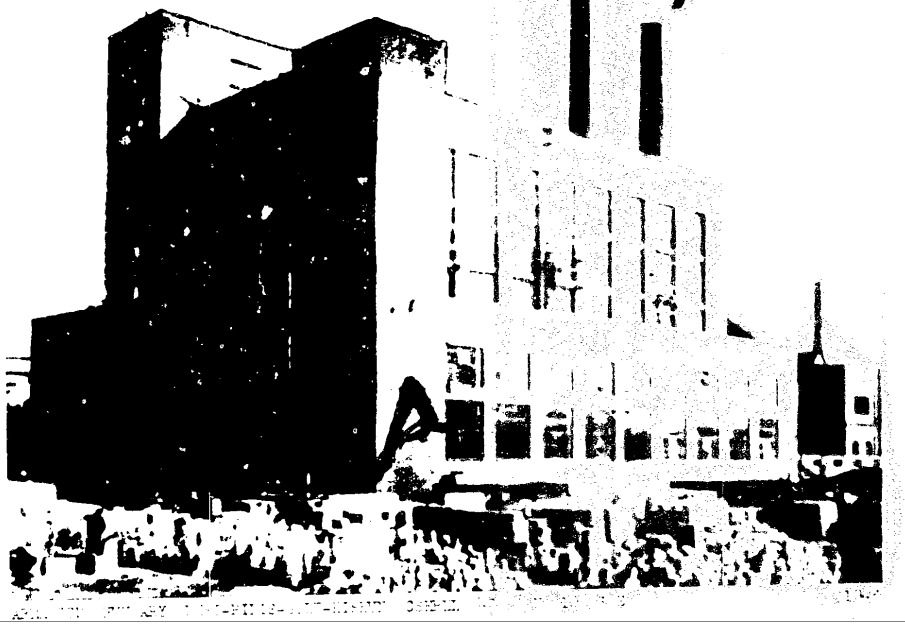
A CSEPELI erőtelep



STAT

AREA 37M HUNGARY BORSOD-GOMOR-KISHONT OZD 48 13 N 20 19 E 1948

Steel mill in operation. Restricted.

STAT

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STAT

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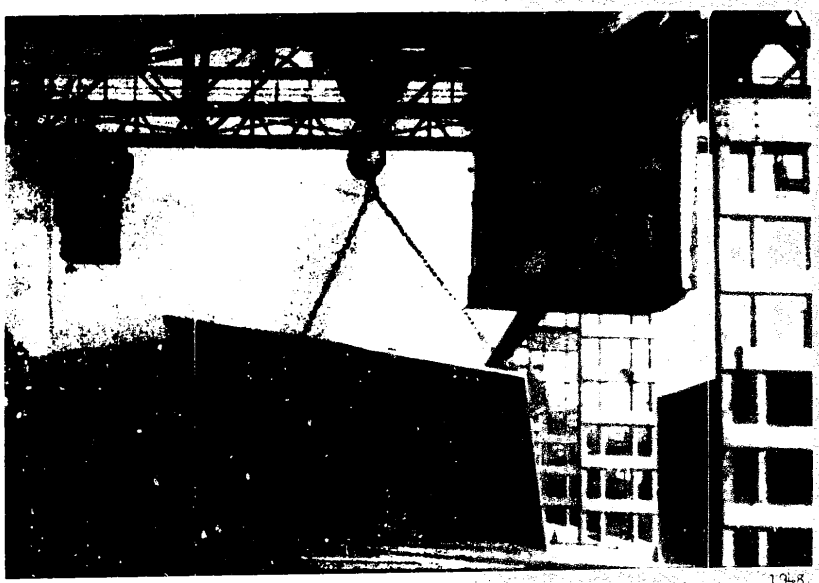

AREA 37M HUNGARY
New overhead crane in operation at Martin Plant.
Restricted.

1948

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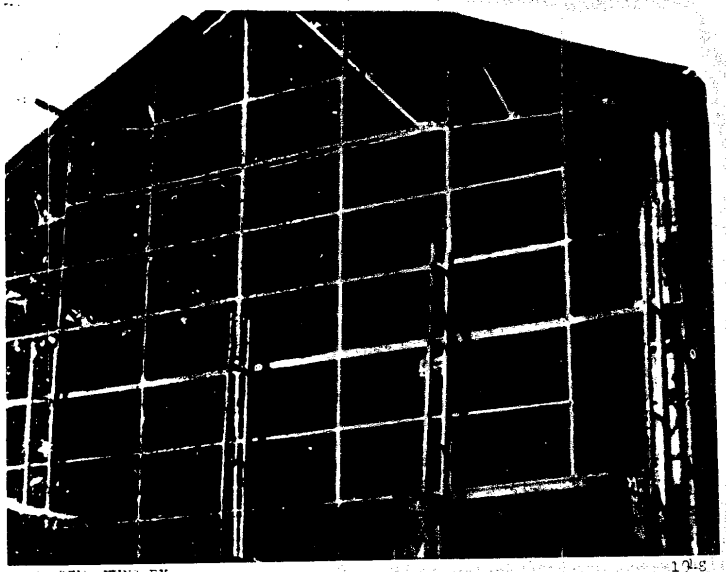
STAT



Area 37h. HUNGARY

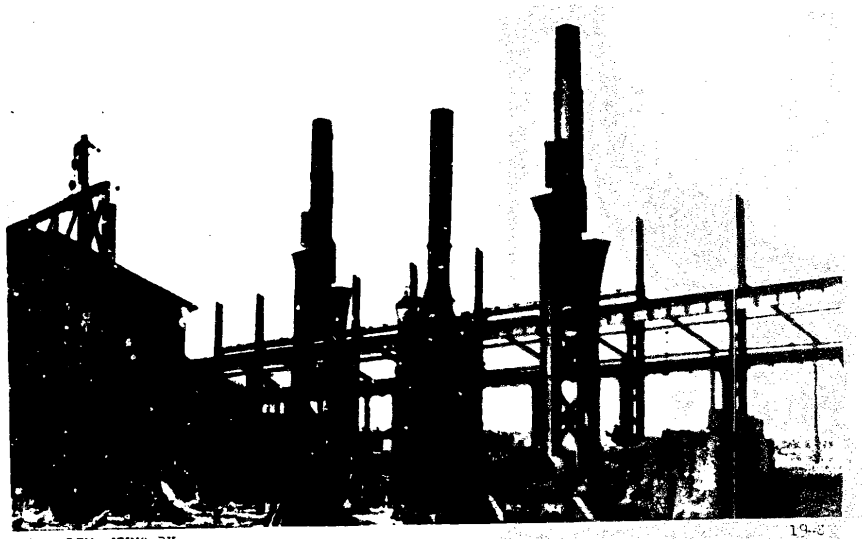
10-8

STAT

[illegible] small shelter at steel plant.

STAT

29

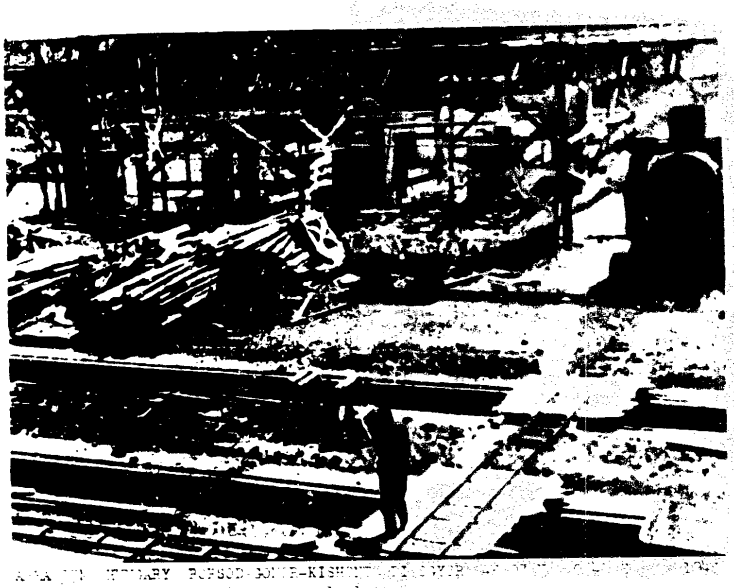


AREA 37M HUNGARY
Martin Steel Plant.

Restricted.

19-C

STAT
STAT

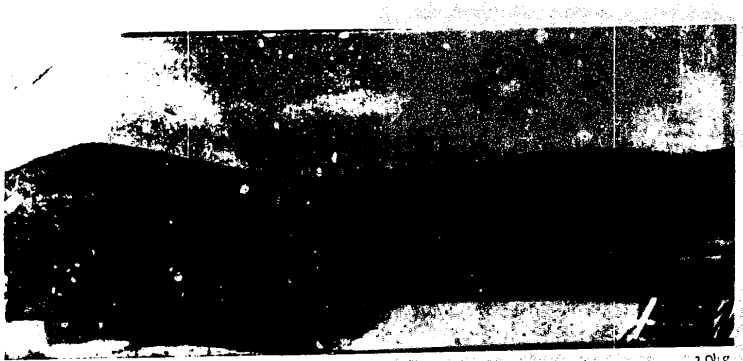


re-reversing installation at steel plant.

STAT

AREA 37K HUNGARY 1948
bridge construction.

STAT



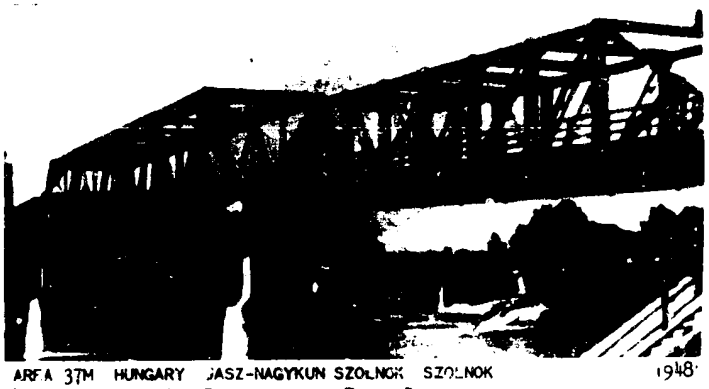
AREA 37H HUNGARY
Small bridge across Zagyva River.

Restricted.

1948

STAT
STAT

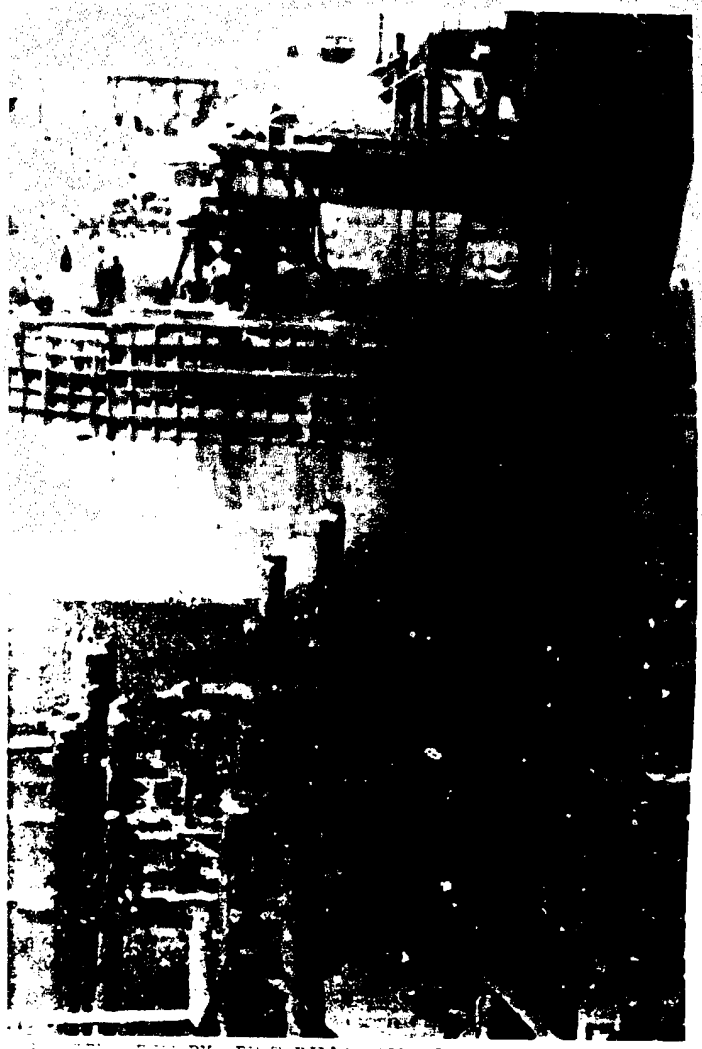
33



AREA 37M HUNGARY JASZ-NAGYKUN SZOLNOK SZOLNOK 1948
47 11 N 20 11 E Bridge across TISZA RIVER

STAT

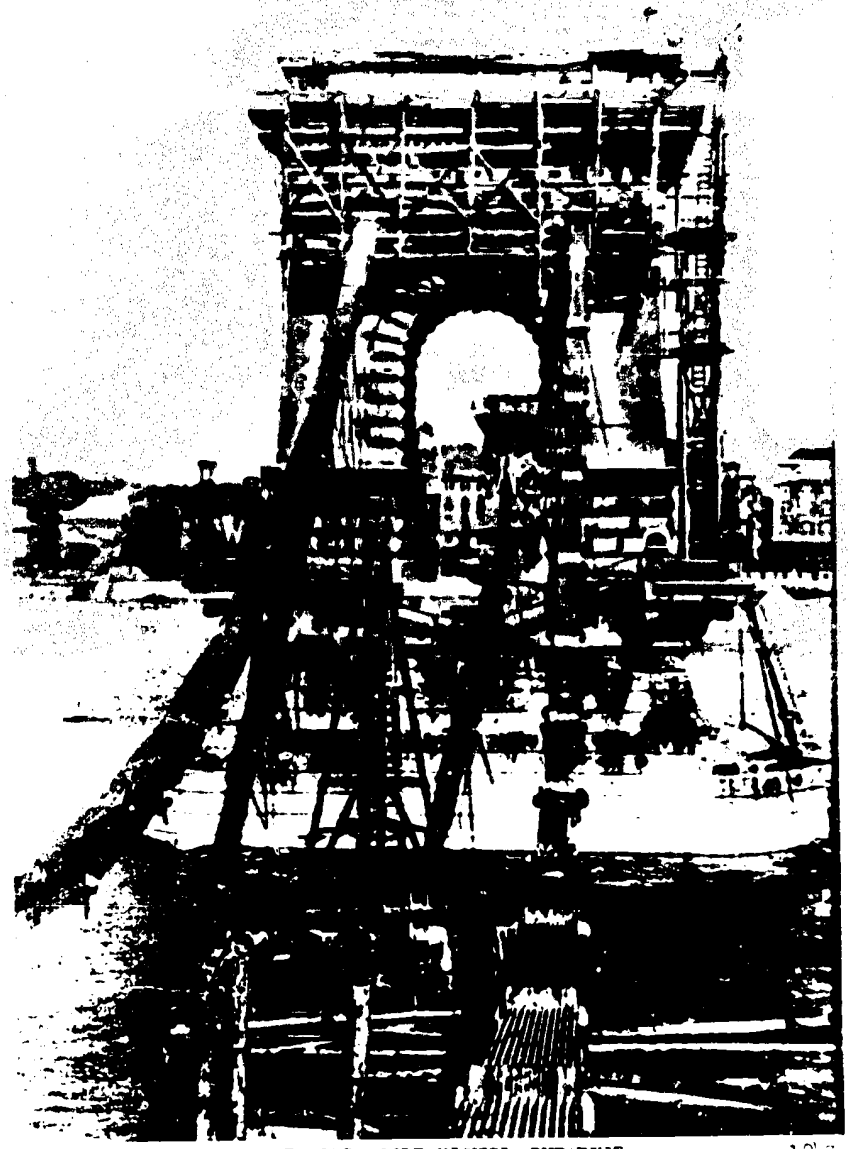
3/4



[illegible] HUNGARY PEST-PILIS-SOLT-KISKUN BUDAPEST 1948
[illegible] Southern railroad [illegible] yards

STAT

STAT



47 30 N 19 06 E HUNGARY PEST-PILIS-SOLT-KISKUN BUDAPEST 19-8
Lone Bridge in process of reconstruction.

STAT

AREA 37N HUNGARY GYOR MOSON & POZSONY GYOR 1948
47 41 N 17 38 E Assembly line method of building freight cars

STAT

38

AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN BUDAPEST 1945
47 36 N 19 03 E Wagez Locomotive Plant.

STAT

AREA 37M HUNGARY 1948

STAT

AREA 771. HUNGARY 19[illegible]
Keleti (Eastern) Railway Station.
[redacted] Restricted. [redacted]

STAT

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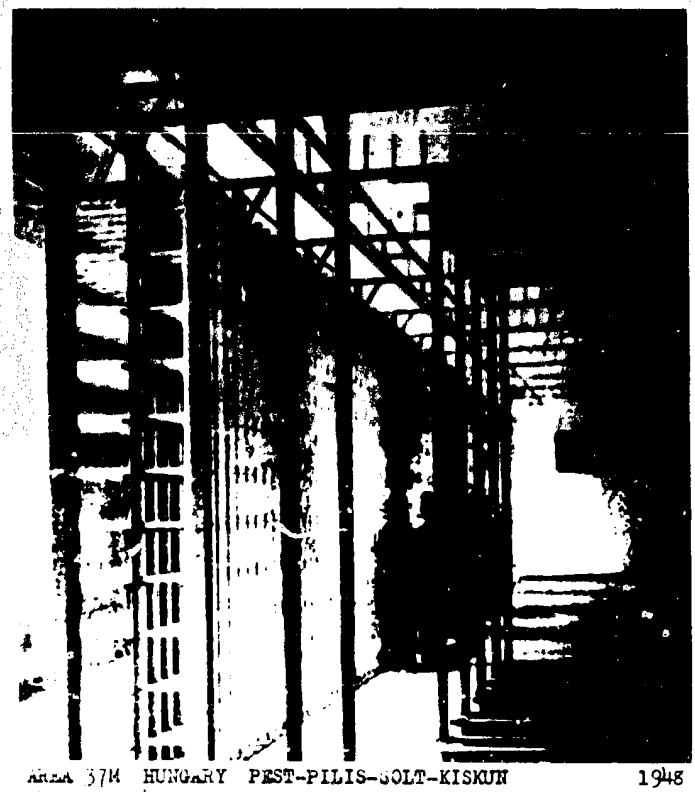
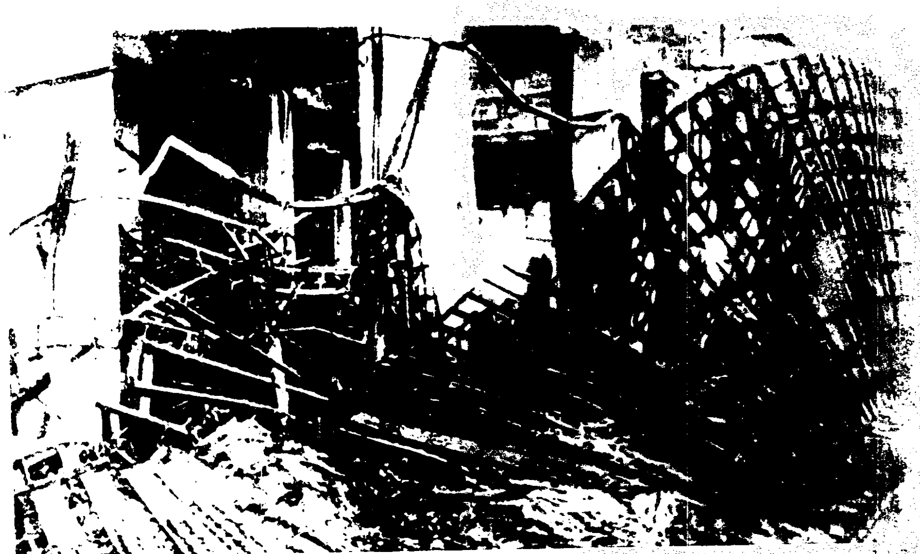


AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN 1948
BUDAPEST 47 30 N 19 02 E Terez telephone central station under construction

STAT

4



AREA 7/1 HUNGARY PEST-PILIS-SOLT-KISKUN BUDAPEST 47 30 N 19 0 E 1-47
[illegible] automatic telephone central station before reconstruction.
Restricted.

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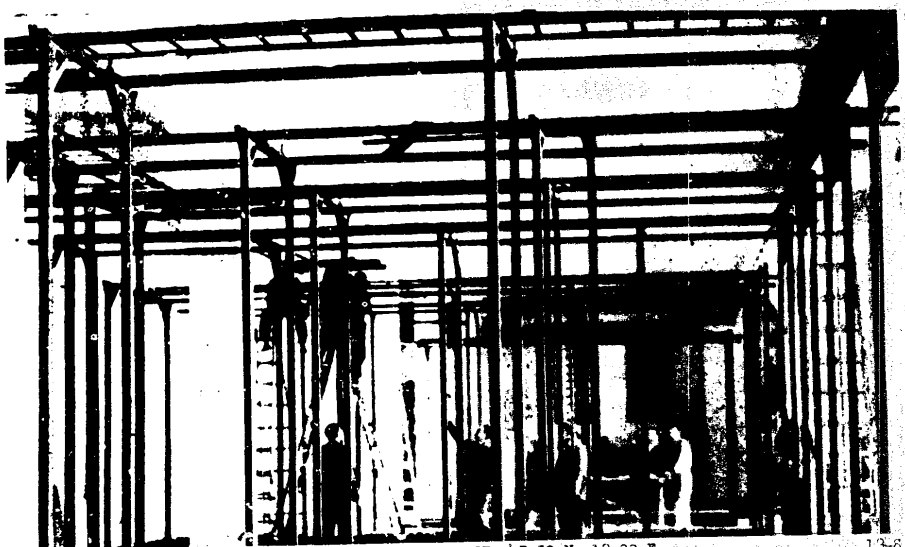
STAT



AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN BUDAPEST 47 30 N 19 02 E 13-6
Installation of automatic connector at Krisztina telephone central station.
Restricted.

STAT
STAT

AREA 37A HUNGARY PEST-PILIS-SOLT-KISKUN BUDAPEST 47 30 N 19 0 E [illegible] 1948
[illegible] central station.
[redacted] Restricted. [redacted]

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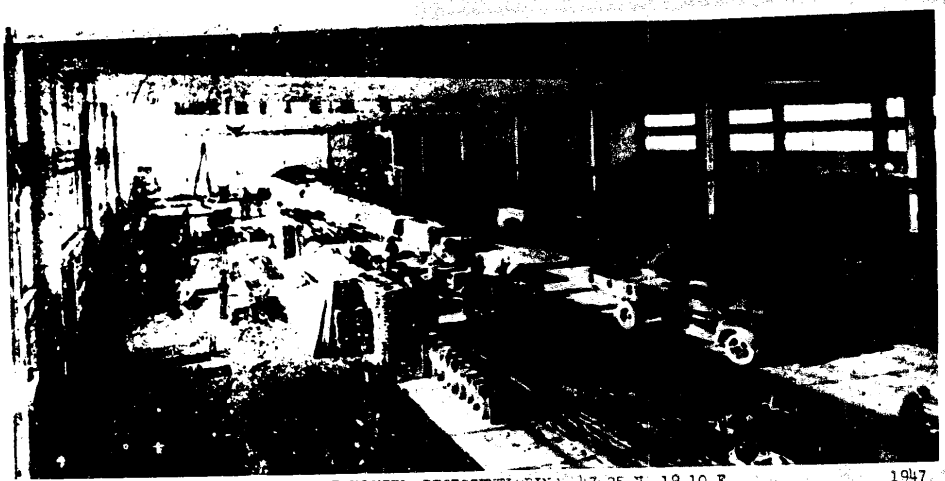
45

AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN PESTSZENTLORINC 47 25 N 19 10 E 1947
Magyar Spinning Mill Corporation under construction.
Restricted.

STAT



AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN PESTSZENTLORINC 47 25 N 19 10 E 1947
Vacuum Spinning Mill Corporation under construction.
Restricted.

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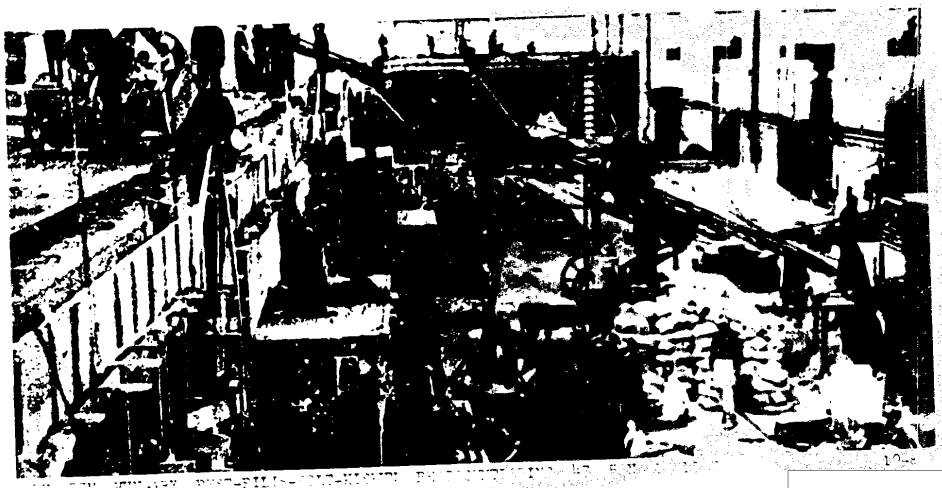
STAT



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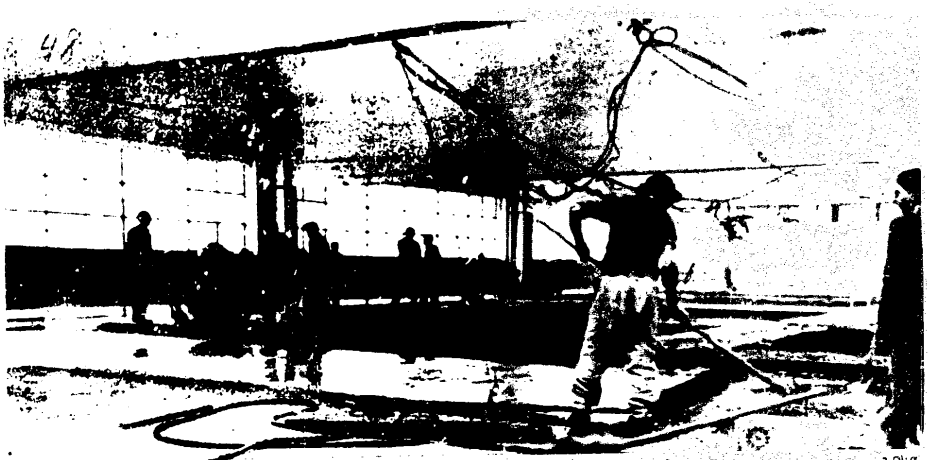
48

48



AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN PESTSZENTLORINC 47 25 N 19 10 E 1948
[illegible] Mill Corporation under construction.
Restricted.

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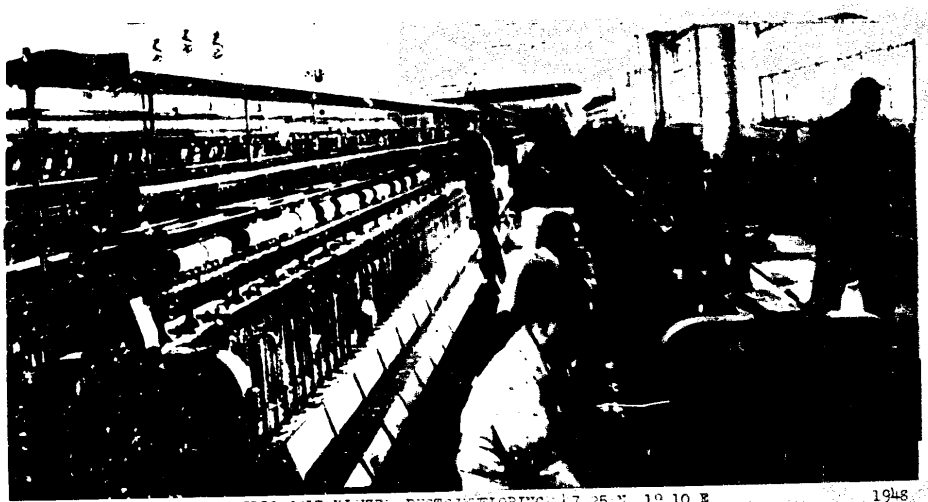
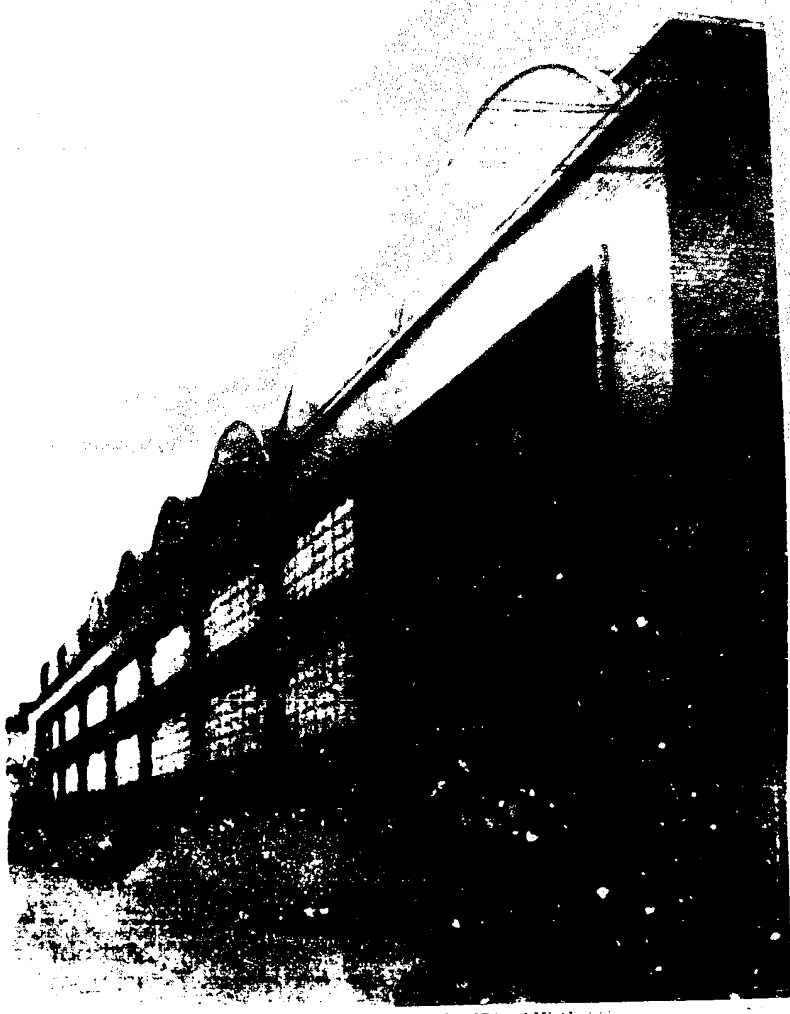
49



AREA 37M HUNGARY PEST-PILIS-SOLT-KISKUN PESTSZENTLORINC 47 25 N 19 10 E 1948
Installation of spinning Jennies at Magyar Spinning Mill Corporation.
Restricted.

STAT
STAT



PEST-PILIS-SOLT-KISKUN BUDAPEST

Inc., cotton-

STAT

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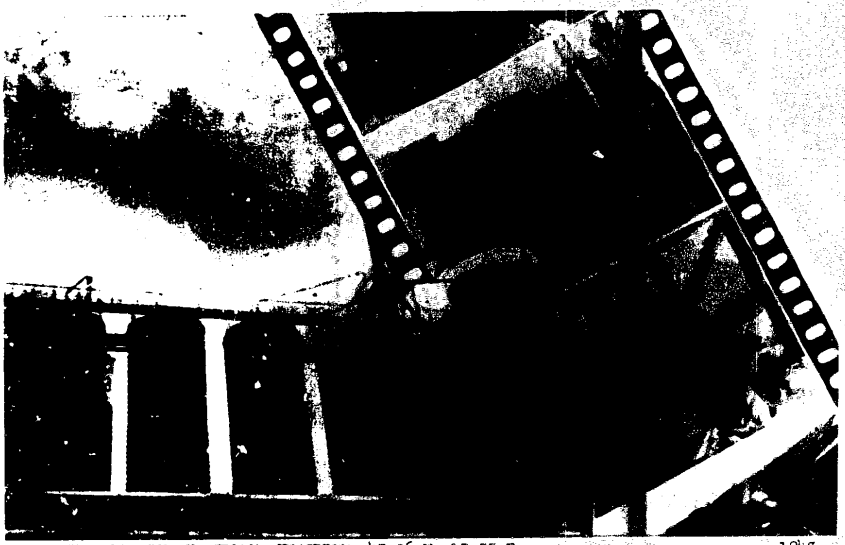
AREA 37h HUNGARY VESZPREM VESZPREM 1947
47 06 N 17 55 E Devastation after bombing of Pet
Nitrogen Works

STAT



AREA 37M HUNGARY VESZPREM VESZPREM 47 06 N 17 55 E 1948
Excerpt - nitric acid towers at the Pet Nitrogen Works.

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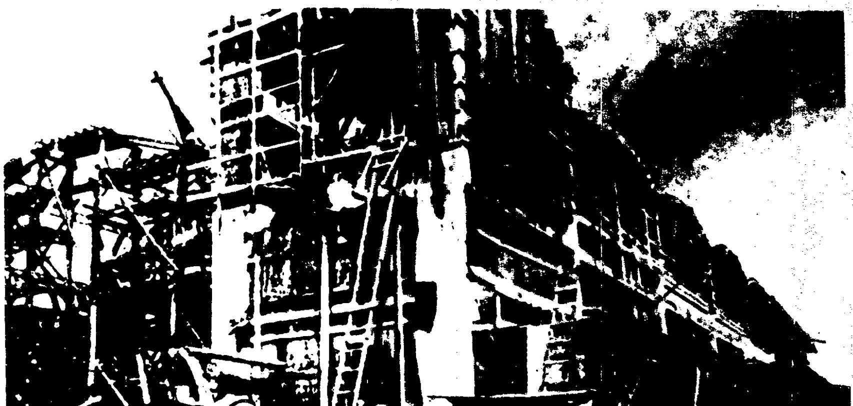
55



AREA 37N HUNGARY VESZPREM VESZPREM 47 06 N 17 55 E 1948

STAT

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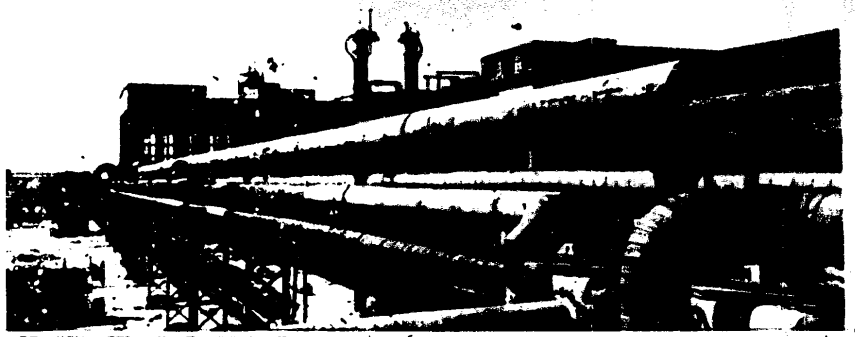
57



AREA 37M HUNGARY VESZPREM VESZPREM 47 06 N 17 55 E 1948
Chemical plant pipe system of Pet Nitrogen Works. Petroleum refinery towers in background.

Restricted.

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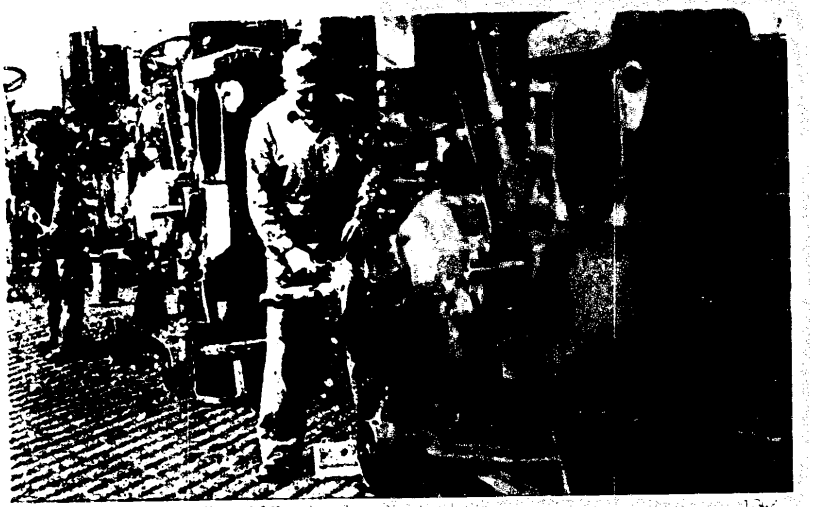

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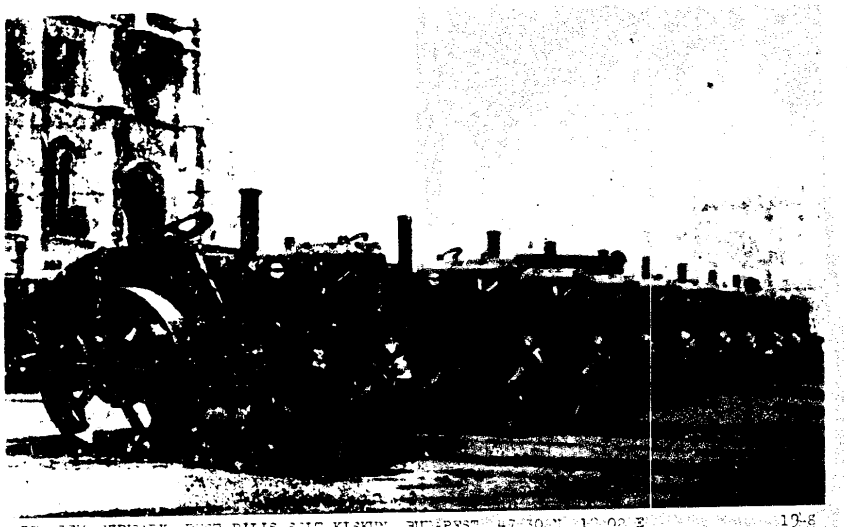

AREA FOR HUNGARY POST-FILIS-SALT-KISKUN BUDAPEST 47°30'N 19°02'E 19-8
Tractor display in front of Parliament.
Restricted.

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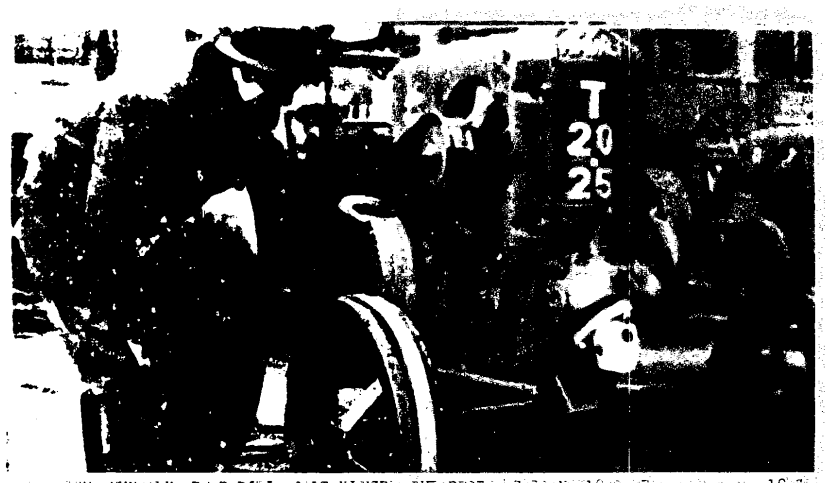

[redacted] MILITARY PAST-FIELD-SCOUT-VISIT [redacted] 19-8
[redacted] equipment.
Restricted.
[redacted]

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[redacted]

[redacted]

STAT

60

aRA 37M HUNGARY 1948
All purpose Rapa tractor.

Restricted.

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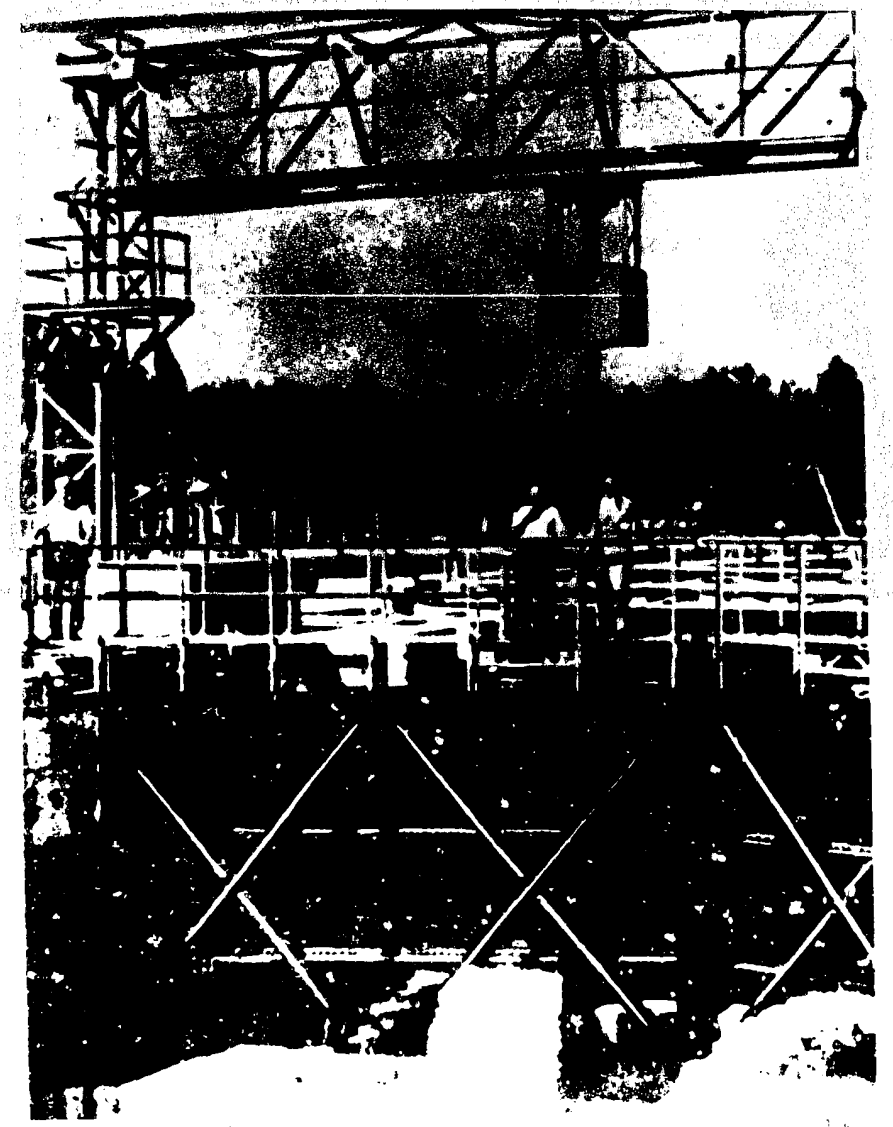

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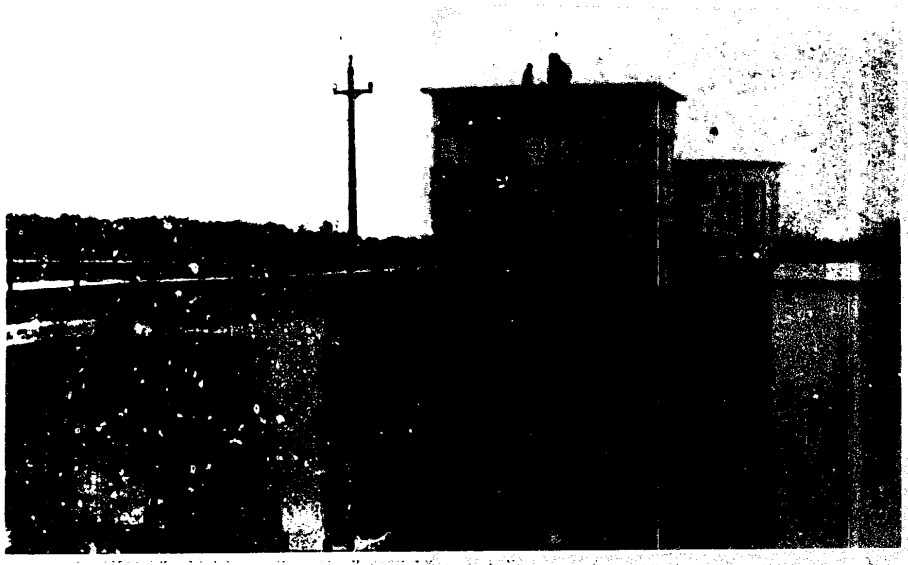

74

74

AREA 17M HUNGARY CSONGRAD HODMEZOVASARHELY 46 [illegible] 0 20 E 19[illegible]

[illegible] canal section of irrigation system.

Restricted.

STAT

STAT